

The Road Inventory of Bon Secour National Wildlife Refuge Gulf Shores, AL



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Central Federal Lands Highway Division
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INTRODUCTION

The Transportation Equity Act for the 21st Century (Public Law 105-178) created the Refuge Roads Program. Refuge roads are those public roads that provide access to or within a unit of the National Wildlife Refuge System and for which title and maintenance responsibility is vested in the United States Government. Funds from the Highway Trust Fund are available for refuge roads and can be used by the station to pay the cost of:

- (a) Maintenance and improvements of refuge roads.
- (b) Maintenance and improvements of:
 - (1) Adjacent vehicle parking areas
 - (2) Provision for pedestrians and bicycles and
 - (3) Construction and reconstruction of roadside rest areas that are located in or adjacent to wildlife refuges
- (c) Administrative costs associated with such maintenance and improvements.

The funds available for refuge roads are to be disbursed based on the relative needs of the various refuges in the National Wildlife Refuge System, and taking into consideration:

- (a) The comprehensive conservation plan for each refuge;
- (b) The need for access as identified through land use planning; and
- (c) The impact of land use planning on existing transportation facilities.

To determine the relative needs of the U.S. Fish and Wildlife Service, the Federal Highway Administration (FHWA) was asked to inventory all public access roads and parking lots and provide a condition assessment of each. In 2008 the inventory was expanded to include administrative (service use only) roads and parking lots. An FHWA representative meets with refuge personnel to identify route segments and assign route numbers and functional classifications (See Appendix) for each route. All roads and parking lots are mapped using Trimble GPS units and visually assessed for condition using the RSL method of evaluation developed at Utah State University (See Appendix). Culverts, Gates, Guardrails and Low Water Crossings are also mapped and inspected for any obvious defects.

An estimate is provided, in year 2008 dollars, based on the condition determined by the rating system. Estimates are based upon data and location factors from the 2008 RS Means Heavy Construction Cost Data 22nd Annual Edition. Cost estimates should be evaluated on a case-by-case basis when being used for programming purposes.

Native Surfaced roads and parking lots already inventoried will not be re-inventoried and will not appear individually in report chapters 5, 6 and 8. Mileages and areas of native surfaced roads and parking lots will still appear in all summaries in the report and will remain in the road inventory database. In addition to this report, the FHWA will furnish the condition ratings of each route and segment to the Fish and Wildlife Service in a Microsoft Access database so the data can be included in their Real Property Inventory.

Bon Secour NWR

Summaries

Route Miles and Percentages by Functional Class and Condition

Condition Rating (Based on RSL)*

F. C.	Excellent		Good		Fair		Poor		Failed		TOTAL MILES
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	
I	0.00	0.0%	0.00	0.0%	0.07	100.0%	0.00	0.0%	0.00	0.0%	0.07
II	0.00	0.0%	0.19	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.19
III	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
IV	0.05	12.0%	0.35	88.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.40
V	0.00	0.0%	0.81	21.5%	2.97	78.5%	0.00	0.0%	0.00	0.0%	3.78
Totals	0.05	1.1%	1.36	30.6%	3.04	68.4%	0.00	0.0%	0.00	0.0%	4.44

*For a description of condition ratings for the various surface types see the Appendix.

Route Miles and Percentages by Surface Type and Condition

Paved Condition Rating [Condition(RSL)]

Surface	Excellent		Good		Fair		Poor		Failed		TOTAL MILES
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	
AS	0.00	0.0%	0.00	0.0%	0.07	100.0%	0.00	0.0%	0.00	0.0%	0.07
CO	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	0.00	0.0%	0.00	0.0%	0.07	100.0%	0.00	0.0%	0.00	0.0%	0.07

Unpaved Condition Rating [Condition(RSL)]

Surface	Excellent		Good		Fair		Poor		Failed		TOTAL MILES
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	
GR	0.05	1.7%	1.36	49.2%	1.35	49.0%	0.00	0.0%	0.00	0.0%	2.75
NA	0.00	0.0%	0.00	0.0%	1.62	100.0%	0.00	0.0%	0.00	0.0%	1.62
PR	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	0.05	1.1%	1.36	31.0%	2.97	67.9%	0.00	0.0%	0.00	0.0%	4.37

Square Footage (Parking Areas)

Condition Rating

Surface	Excellent		Good		Fair		Poor		Failed		Total Square Feet
	Square Feet	%	Square Feet	%	Square Feet	%	Square Feet	%	Square Feet	%	
AS	0	0.0%	0	0.0%	6493	100.0%	0	0.0%	0	0.0%	6493
CO	0	0.0%	402	100.0%	0	0.0%	0	0.0%	0	0.0%	402
GR	0	0.0%	10277	11.9%	76126	88.1%	0	0.0%	0	0.0%	86403
NA	0	0.0%	0	0.0%	4581	100.0%	0	0.0%	0	0.0%	4581
PR	0	0.0%	0	0.0%	0	0.0%	7062	100.0%	0	0.0%	7062
Totals	0	0.0%	10679	10.2%	87200	83.1%	7062	6.7%	0	0.0%	104941

Bon Secour NWR Summaries

Route Miles and Percentages by Use Type and Condition

Road Condition Rating: Public/Administrative Use

USE TYPE	Excellent		Good		Fair		Poor		Failed		TOTAL MILES
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	
Public (FC I-III)	0.00	0.0%	0.19	74.8%	0.07	25.2%	0.00	0.0%	0.00	0.0%	0.26
Admin (FC IV-V)	0.05	1.1%	1.16	27.8%	2.97	71.0%	0.00	0.0%	0.00	0.0%	4.18
Totals	0.05	1.1%	1.36	30.6%	3.04	68.4%	0.00	0.0%	0.00	0.0%	4.44

Parking Condition Rating: Public/Administrative Use

USE TYPE	Excellent		Good		Fair		Poor		Failed		Total Sq Ft
	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	
Public	0	0.0%	10679	18.8%	46128	81.2%	0	0.0%	0	0.0%	56807
Admin	0	0.0%	0	0.0%	41072	85.3%	7062	14.7%	0	0.0%	48134
Totals	0	0.0%	10679	10.2%	87200	83.1%	7062	6.7%	0	0.0%	104941

Bon Secour National Wildlife Refuge

ROUTE LOCATION MAP



Bon Secour - 43630 - ROUTE IDENTIFICATION LIST (NUMERIC)

Shading Color Key:

White = Paved Routes
Yellow = Unpaved Routes

RTE #	Asset Number	ROUTE NAME	RTE MI	ROUTE DESCRIPTION	PAVED MI	UN-PAVED MI	LANES	FC
010	10019073	Headquarters Road	0.07	From State Highway 180 to Bunk House Road (Route 300)	0.07	0.00	2	1
100		Jeff Friend Trail Access Road	0.19	From State Highway 180 to Jeff Friend Trail Access Road (Route 100)	0.00	0.19	1	2
300	10019074	Bunk House Road	0.05	From Headquarters Road (Route 010) to North Quonset Hut Road (Route 301)	0.00	0.05	1	4
301	10019086	North Quonset Hut Road	0.06	From Bunk House Road (Route 300) to North Quonset Hut	0.00	0.06	1	4
302	10049162	South Quonset Hut Road	0.14	From State Highway 180 to South Quonset Hut	0.00	0.14	1	4
303	10049160	Herring Residence Road	0.11	From State Highway 180 to Herring residence	0.00	0.11	1	4
304	10049073	Barnes Residence Road	0.04	From State Highway 180 to Barnes residence	0.00	0.04	1	4
400	10019090	Little Point Clear Unit Road	1.91	From State Highway 180 to Bon Secur Bay inlet	0.00	1.91	1	5
401		Autum Ridge Road	1.87	From 1/3 Mile North of State Highway 180 to northern refuge boundary	0.00	1.87	1	5

Bon Secour - 43630 - ROUTE IDENTIFICATION LIST (PARKING)

Shading Color Key:

White = Paved Parking Lots
Green = Unpaved Parking Lots

RTE #	Asset Number	ROUTE NAME	RTE SQFT	ROUTE DESCRIPTION	PAVED SQFT	UNPAVED SQFT
800	10060874	Little Point Clear Unit Parking	10,486		0	10,486
801	10060878	Maintenance Yard Parking	27,009		0	27,009
802	10019082	Old Office Parking	7,062		0	7,062
803		Autum Ridge Parking	3,577		0	3,577
900	10019063	Office Parking	5,974		5,974	0
901	10019066	Beach Access Parking	7,995		0	7,995
902	10019067	Dune Walkover Parking	4,581		0	4,581
903	10019059	Pine Beach Trail Parking	26,090		0	26,090
904	10019061	Jeff Friend Trail East Parking	5,462		0	5,462
905	10019063	Office Handicapped Parking	402		402	0
906	10060879	Gator Lake Trail Parking	2,282		0	2,282
907		Jeff Friend Trail West Parking	3,502		0	3,502
908		Jeff Friend Handicap Parking	519		519	0

CHANGES TO THE FISH AND WILDLIFE SERVICE ROAD INVENTORY REPORT

Bon Secour

Routes added to previous inventory:

Rte #	Rte Name	Reason for Addition
300	Bunk House Road	New GPS Trace
301	North Quonset Hut Road	New Administrative Route
302	South Quonset Hut Road	New Administrative Route
303	Herring Residence Road	New Administrative Route
304	Barnes Residence Road	New Administrative Route
400	Little Point Clear Unit Road	New Administrative Route
402	Autum Ridge Road	New Administrative Route
800	Little Point Clear Unit Parking	New Administrative Route
801	Maintenance Yard Parking	New Administrative Route
802	Old Office Parking	New Administrative Route
803	Autum Ridge Parking	New Administrative Route
906	Gator Lake Trail Parking	
907	Jeff Friend Trail West Parking	
908	Jeff Friend Handicap Parking	

Routes removed from previous inventory:

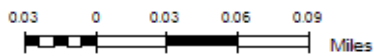
Rte #	Rte Name	Reason for Removal

Routes modified from previous inventory:

Rte #	Rte Name	Type of Modification	Description of Modification
010	Headquarters Road	New GPS Trace	New GPS trace to re-section
901	Beach Access Parking	Surface Change	
904	Jeff Friend Trail East Parking	Geometry Change	Parking lot split by road seperated into 2 parking lots

Comments:

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Route: 010 Headquarters Road

Total Route Length: **0.07 Miles**

Route Description: From State Highway 180 to Bunk House Road (Route 300)

Asset Number	10019073
Section Number	001
Section Length (miles)	0.07
Inspection Date	06/29/2011
Section Information	
Surface Type	Asphalt
Number of Lanes	2
Roadway Width (feet)	18.00
Roadway Condition Information	
Condition	Fair
Remaining Service Life (years)	12
Cost Estimate	6,700
CRV	74,000.00

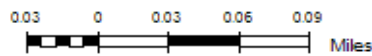


Route: 100 Jeff Friend Trail Access Road

Total Route Length: **0.19 Miles**

Route Description: From State Highway 180 to Jeff Friend Trail Access Road (Route 100)

Asset Number	
Section Number	001
Section Length (miles)	0.19
Inspection Date	06/29/2011
Section Information	
Surface Type	Gravel
Number of Lanes	1
Roadway Width (feet)	12.00
Roadway Condition Information	
Condition	Good
Remaining Service Life (years)	7
Cost Estimate	300
CRV	126,700.00



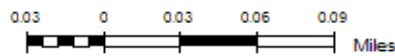
	Excellent		Good		Fair		Poor		Failed
	Bridge		Gate		Culvert		Deficiency		Railroad Crossing
	Begin Section		Low Water Crossing		Intersection		Visitor Center		Turnout/Parking
	Boat Ramp		Fee Station		Political Boundary		Problem Area		

Route: 300 Bunk House Road

Total Route Length: **0.05 Miles**

Route Description: From Headquarters Road (Route 010) to North Quonset Hut Road (Route 301)

Asset Number	10019074
Section Number	001
Section Length (miles)	0.05
Inspection Date	06/29/2011
Section Information	
Surface Type	Gravel
Number of Lanes	1
Roadway Width (feet)	14.00
Roadway Condition Information	
Condition	Excellent
Remaining Service Life (years)	10
Cost Estimate	0
CRV	31,500.00



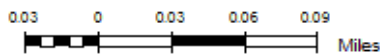
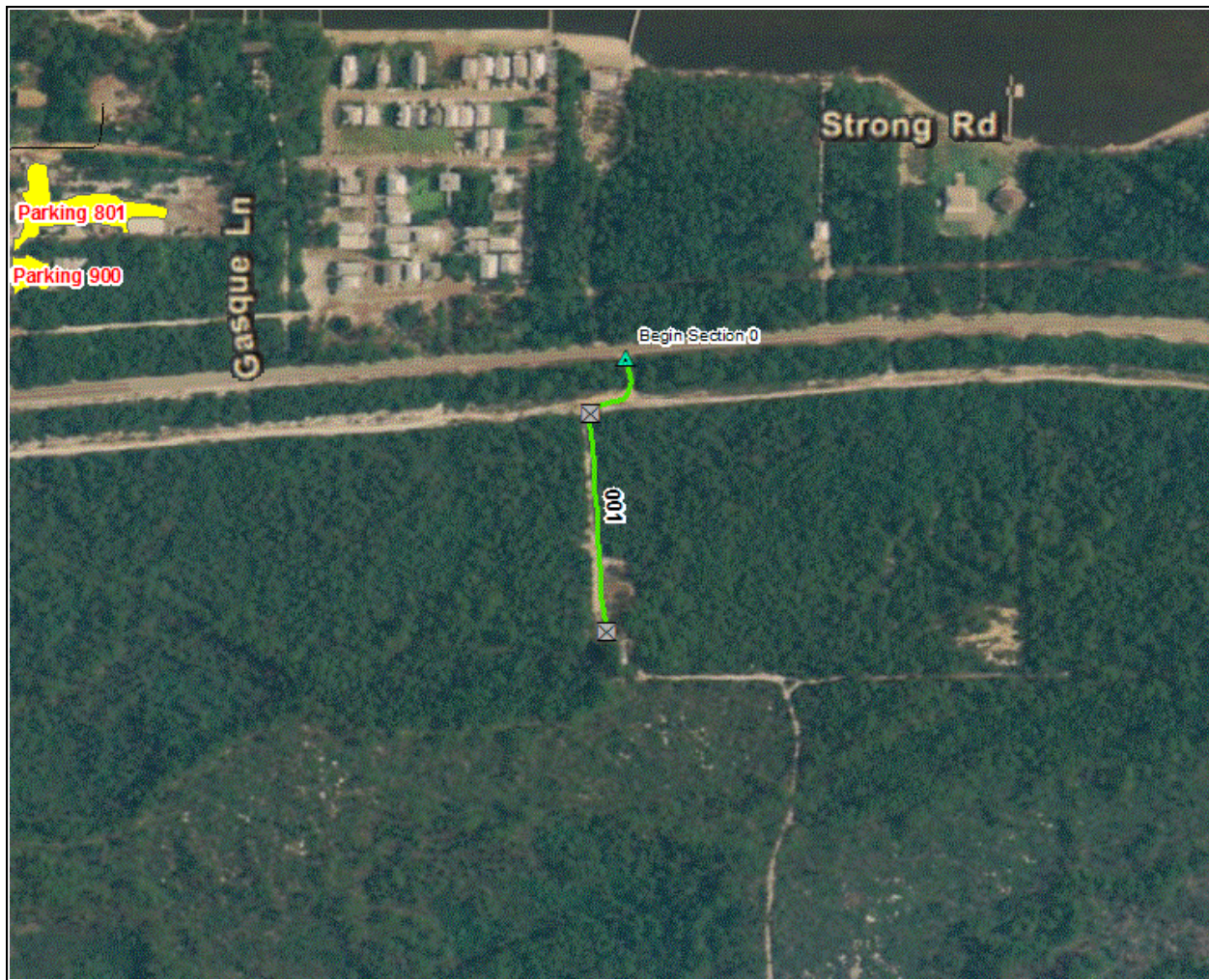
	Excellent		Good		Fair		Poor		Failed
	Bridge		Gate		Culvert		Deficiency		Railroad Crossing
	Begin Section		Low Water Crossing		Intersection		Visitor Center		Turnout/Parking
	Boat Ramp		Fee Station		Political Boundary		Problem Area		

Route: 301 North Quonset Hut Road

Total Route Length: **0.06 Miles**

Route Description: From Bunk House Road (Route 300) to North Quonset Hut

Asset Number	10019086
Section Number	001
Section Length (miles)	0.06
Inspection Date	06/29/2011
Section Information	
Surface Type	Gravel
Number of Lanes	1
Roadway Width (feet)	12.00
Roadway Condition Information	
Condition	Good
Remaining Service Life (years)	5
Cost Estimate	100
CRV	40,000.00



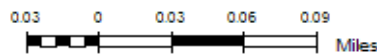
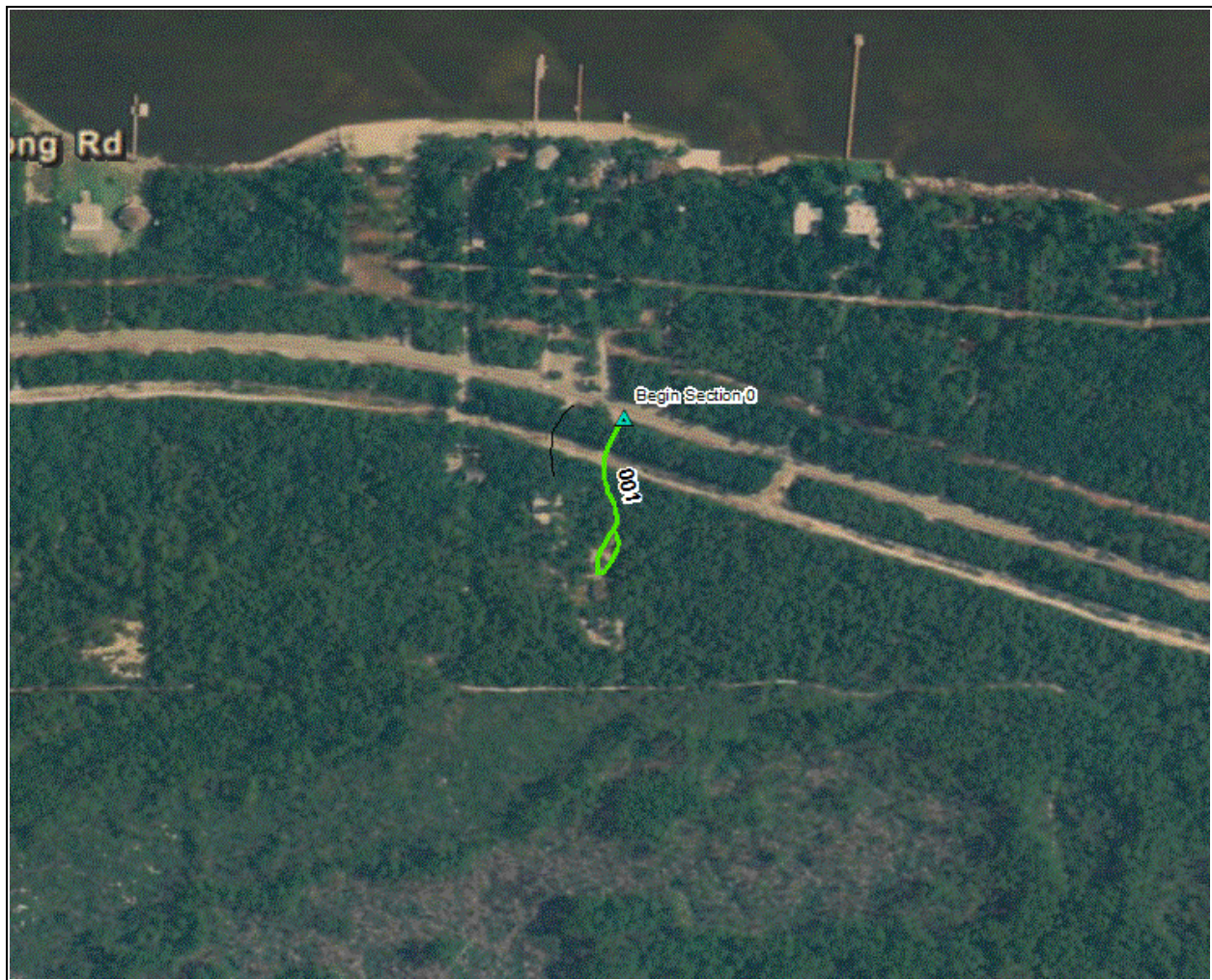
	Excellent		Good		Fair		Poor		Failed
	Bridge		Gate		Culvert		Deficiency		Railroad Crossing
	Begin Section		Low Water Crossing		Intersection		Visitor Center		Turnout/Parking
	Boat Ramp		Fee Station		Political Boundary		Problem Area		

Route: 302 South Quonset Hut Road

Total Route Length: **0.14 Miles**

Route Description: From State Highway 180 to South Quonset Hut

Asset Number	10049162
Section Number	001
Section Length (miles)	0.14
Inspection Date	06/29/2011
Section Information	
Surface Type	Gravel
Number of Lanes	1
Roadway Width (feet)	10.00
Roadway Condition Information	
Condition	Good
Remaining Service Life (years)	5
Cost Estimate	200
CRV	95,200.00

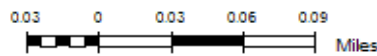


Route: 303 Herring Residence Road

Total Route Length: **0.11 Miles**

Route Description: From State Highway 180 to Herring residence

Asset Number	10049160
Section Number	001
Section Length (miles)	0.11
Inspection Date	06/29/2011
Section Information	
Surface Type	Gravel
Number of Lanes	1
Roadway Width (feet)	10.00
Roadway Condition Information	
Condition	Good
Remaining Service Life (years)	7
Cost Estimate	200
CRV	70,200.00

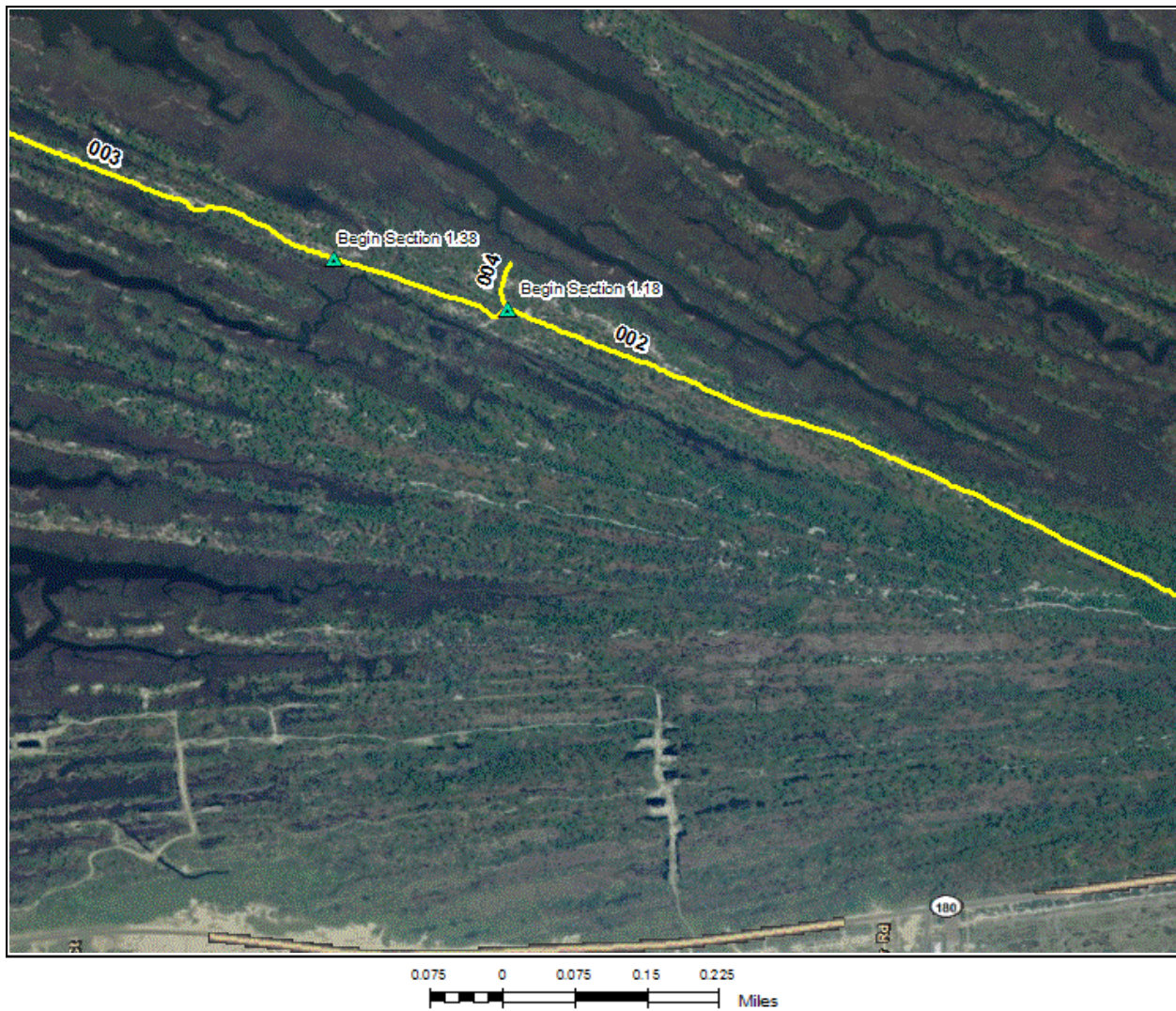


Route: 304 Barnes Residence Road

Total Route Length: **0.04 Miles**

Route Description: From State Highway 180 to Barnes residence

Asset Number	10049073
Section Number	001
Section Length (miles)	0.04
Inspection Date	06/29/2011
Section Information	
Surface Type	Gravel
Number of Lanes	1
Roadway Width (feet)	10.00
Roadway Condition Information	
Condition	Good
Remaining Service Life (years)	5
Cost Estimate	100
CRV	25,600.00



Route: 400 Little Point Clear Unit Road

Total Route Length: **1.91 Miles**

Route Description: From State Highway 180 to Bon Secur Bay inlet

Asset Number	10019090	10019090	10019090	10019090
Section Number	001	002	003	004
Section Length (miles)	0.29	1.09	0.47	0.06
Inspection Date	06/29/2011	06/29/2011	06/29/2011	06/29/2011
Section Information				
Surface Type	Gravel	Native	Native	Native
Number of Lanes	1	1	1	1
Roadway Width (feet)	10.00	8.00	8.00	8.00
Roadway Condition Information				
Condition	Fair	Fair	Fair	Fair
Remaining Service Life (years)	3	4	3	4
Cost Estimate	1,000	2,200	1,000	100
CRV	192,400.00	369,200.00	159,300.00	20,000.00



Route: 401 Autumn Ridge Road

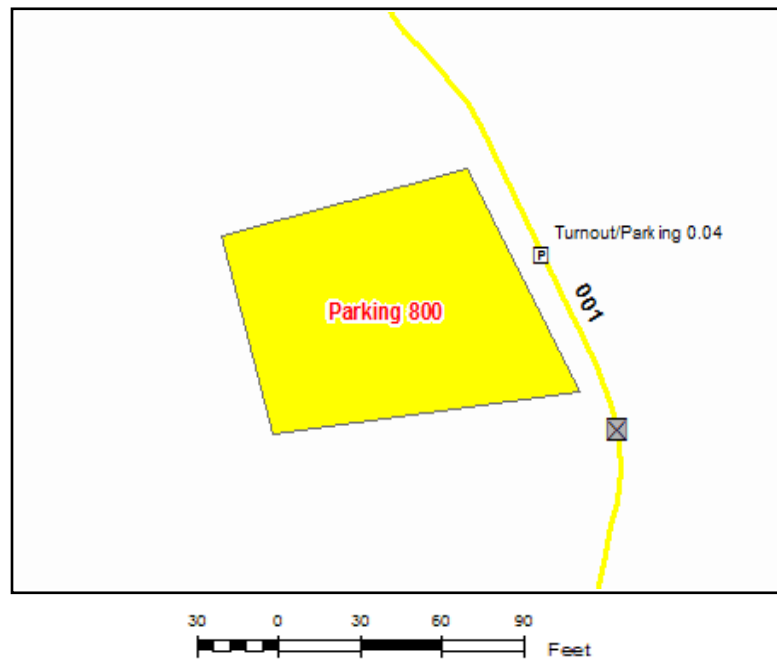
Total Route Length: **1.87 Miles**

Route Description: From 1/3 Mile North of State Highway 180 to northern refuge boundary

Asset Number	001	002
Section Number	001	002
Section Length (miles)	1.06	0.81
Inspection Date	06/29/2011	06/29/2011
Section Information		
Surface Type	Gravel	Gravel
Number of Lanes	1	1
Roadway Width (feet)	12.00	12.00
Roadway Condition Information		
Condition	Fair	Good
Remaining Service Life (years)	3	5
Cost Estimate	3,600	1,200
CRV	693,900.00	531,800.00

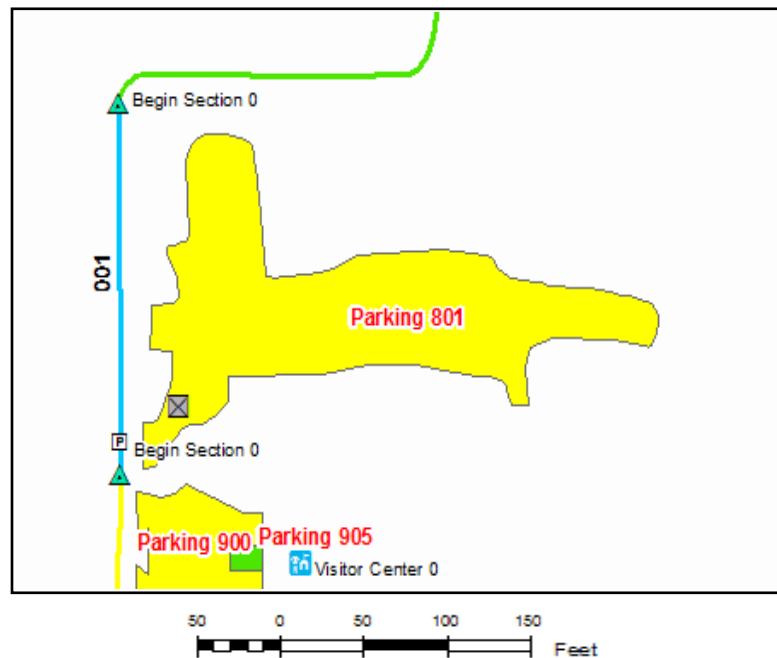
800: Little Point Clear Unit Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10060874	06/29/2011	Gravel	10,486	Fair	2,600



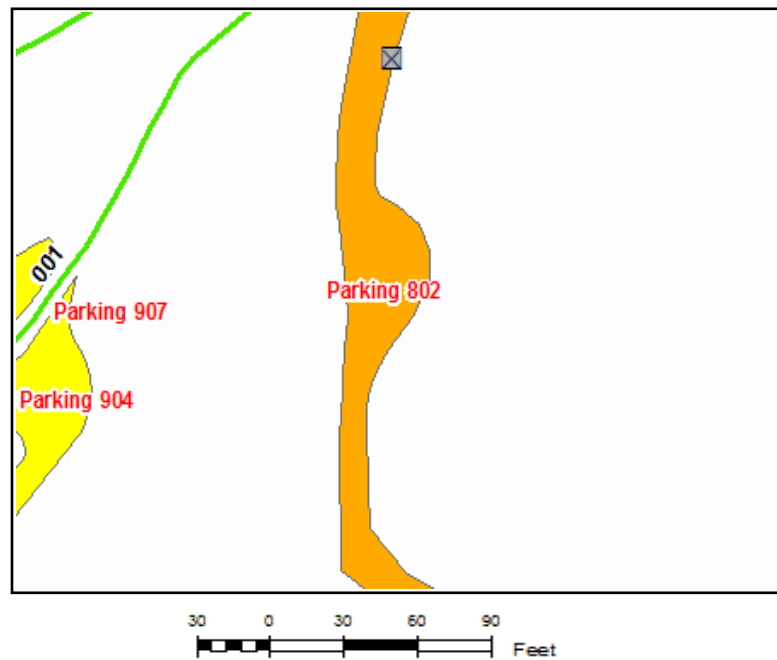
801: Maintenance Yard Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10060878	06/29/2011	Gravel	27,009	Fair	6,800



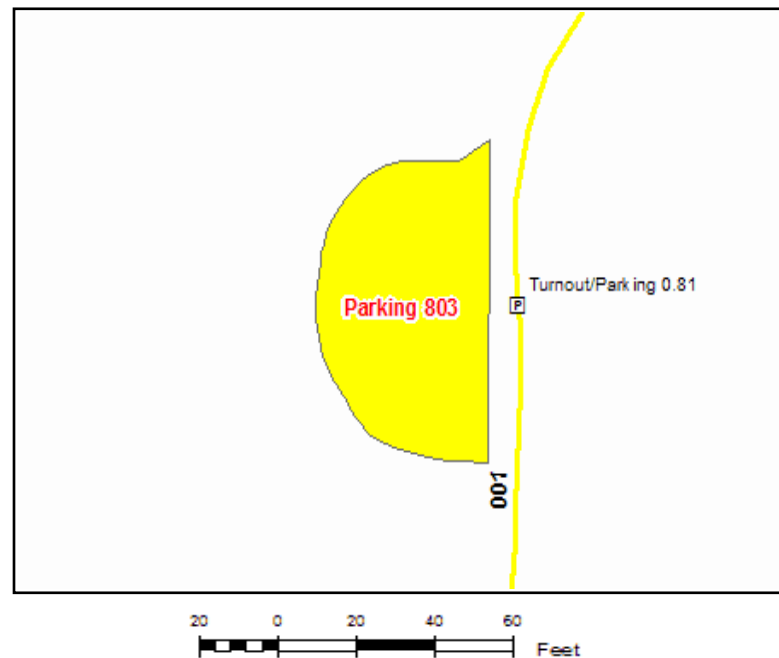
802: Old Office Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10019082	06/29/2011	Primitive	7,062	Poor	0



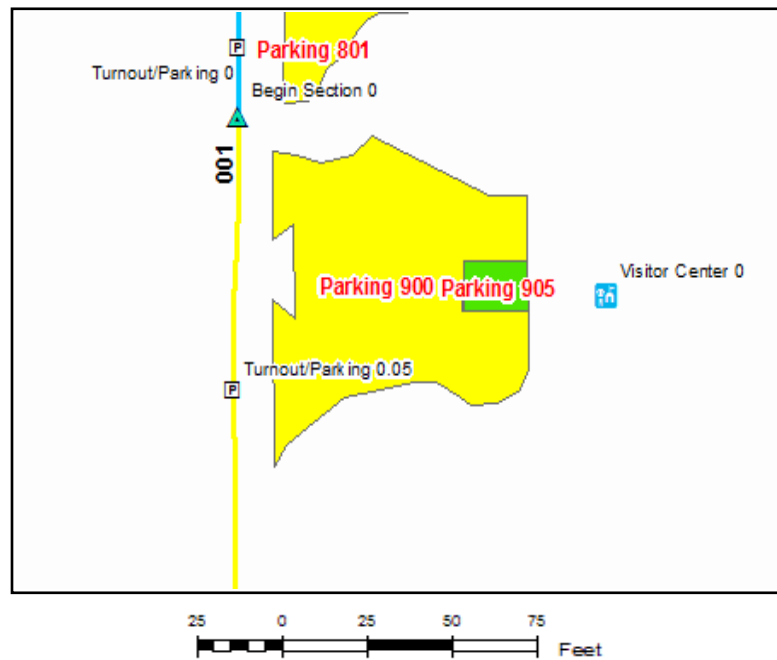
803: Autum Ridge Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
	06/29/2011	Gravel	3,577	Fair	900



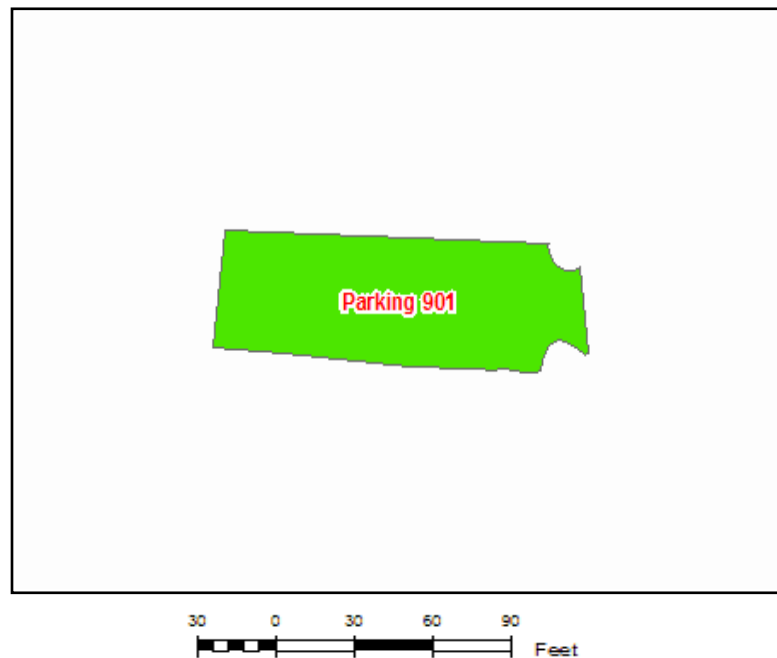
900: Office Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10019063	06/29/2011	Asphalt	5,974	Fair	4,900



901: Beach Access Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10019066	06/29/2011	Gravel	7,995	Good	1,100

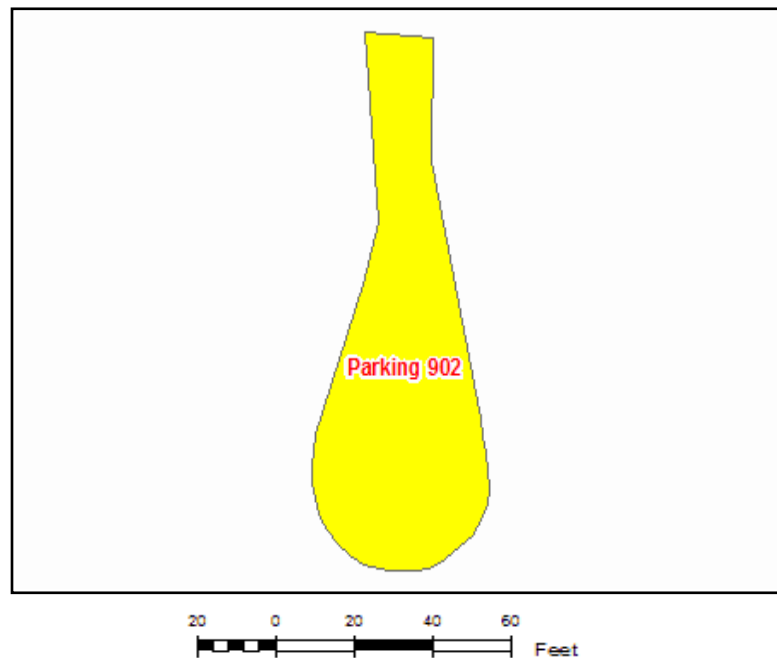


902: Dune Walkover Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10019067	06/08/2006	Native	4,581	Fair	1,200



No Photo Available



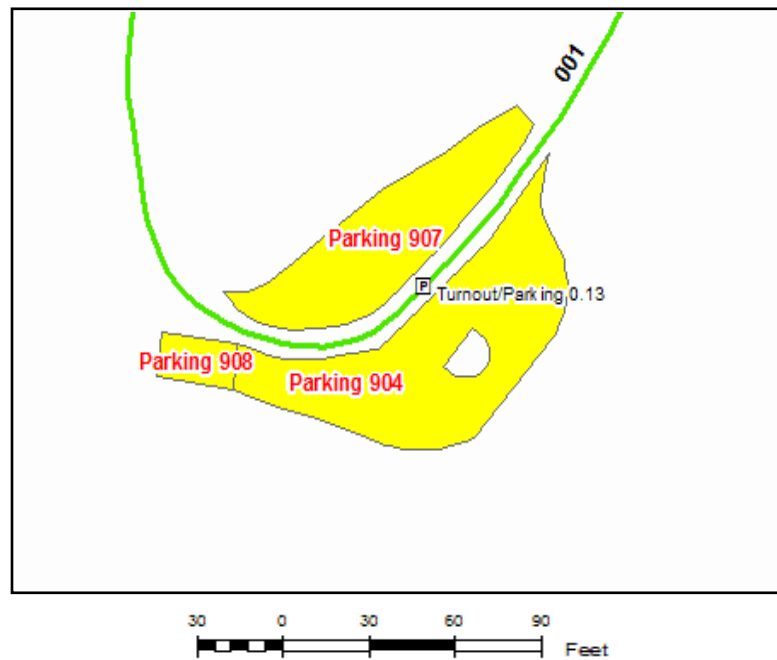
903: Pine Beach Trail Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10019059	06/29/2011	Gravel	26,090	Fair	6,600



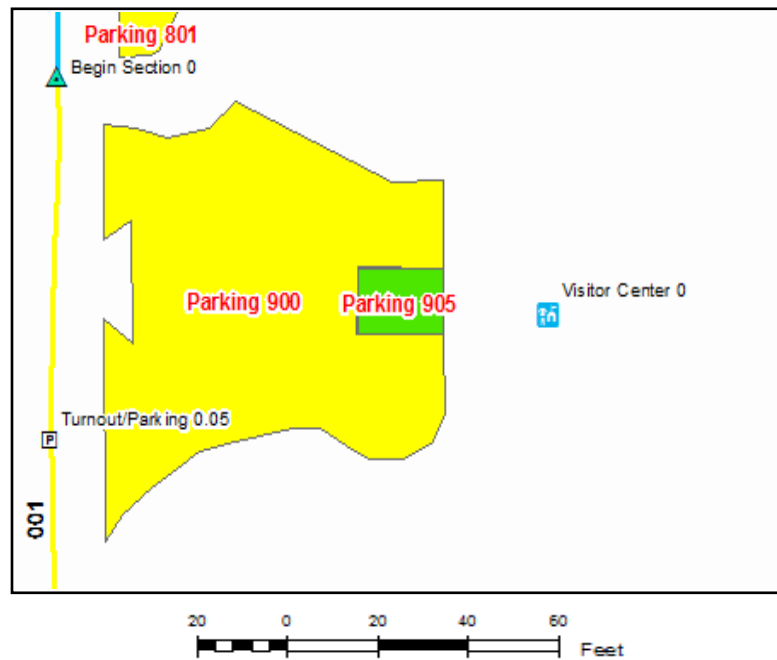
904: Jeff Friend Trail East Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10019061	06/29/2011	Gravel	5,462	Fair	1,400



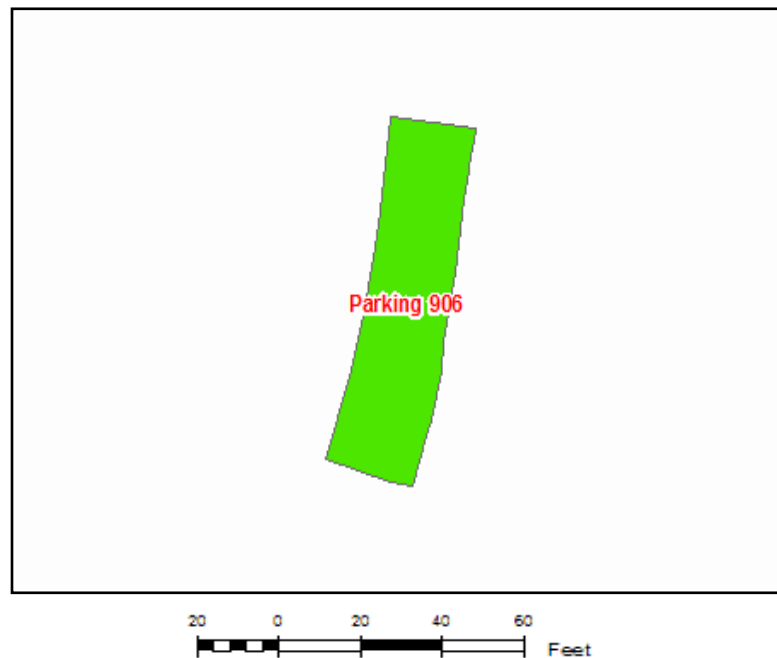
905: Office Handicapped Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10019063	06/29/2011	Concrete	402	Good	100



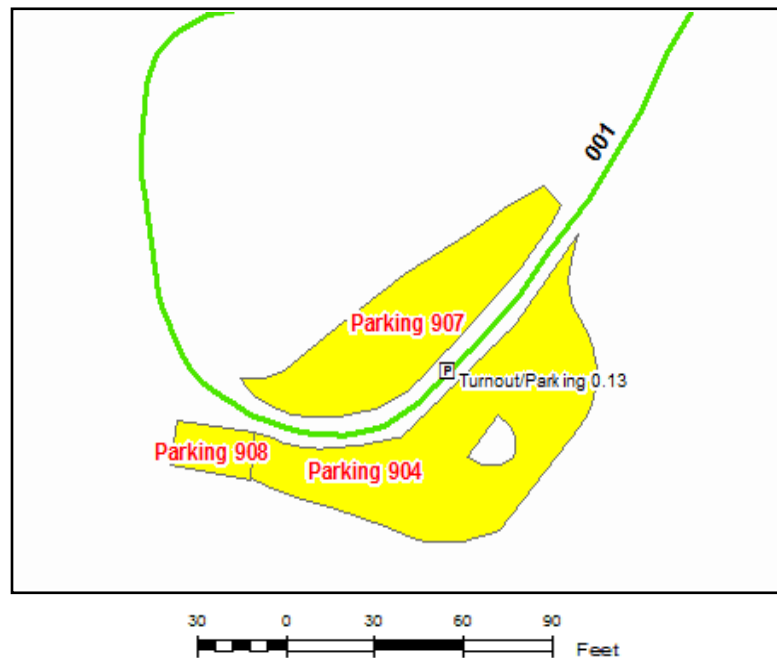
906: Gator Lake Trail Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10060879	06/29/2011	Gravel	2,282	Good	300



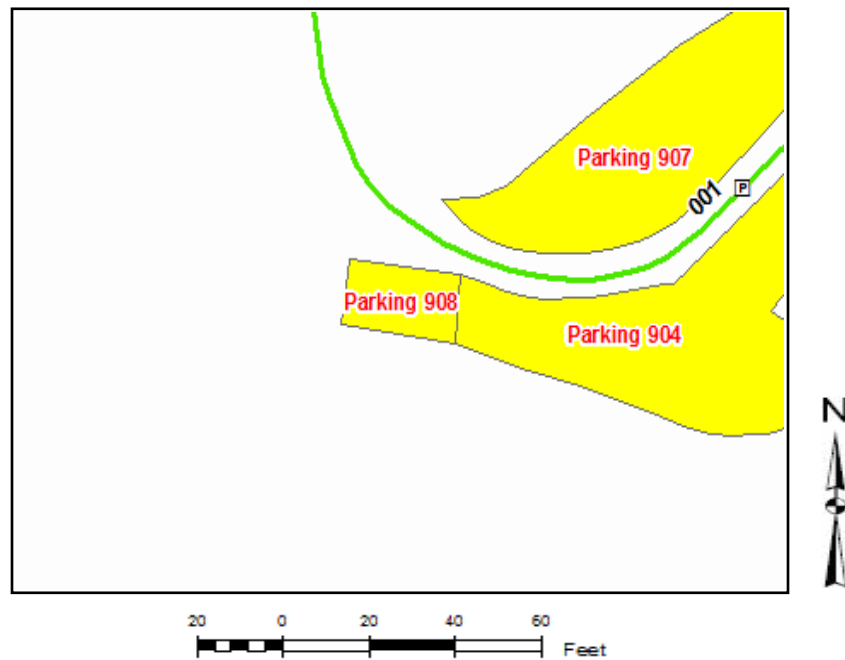
907: Jeff Friend Trail West Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
	06/29/2011	Gravel	3,502	Fair	900



908: Jeff Friend Handicap Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
	06/29/2011	Asphalt	519	Fair	400



Bon Secour Bridge Inventory					
Route #	Milepost	NBIS #	Sufficiency Rating	Functionally Obsolete	Structurally Deficient

FEATURES PHOTOGRAPHS

ROUTE NUMBER: 010 ROUTE NAME: Headquarters Road



Photo # BOSE_C4_0470 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 100 ROUTE NAME: Jeff Friend Trail Access Road



Photo # BOSE_C4_0482 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 300 ROUTE NAME: Bunk House Road



Photo # BOSE_C4_0473 - MP 0.00 - Begin Section 001

FEATURES PHOTOGRAPHS

ROUTE NUMBER: 301 ROUTE NAME: North Quonset Hut Road



Photo # BOSE_C4_0478 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 302 ROUTE NAME: South Quonset Hut Road



Photo # BOSE_C4_0494 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 303 ROUTE NAME: Herring Residence Road



Photo # BOSE_C4_0497 - MP 0.00 - Begin Section 001

FEATURES PHOTOGRAPHS

ROUTE NUMBER: 304 ROUTE NAME: Barnes Residence Road



Photo # BOSE_C4_0498 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 400 ROUTE NAME: Little Point Clear Unit Road



Photo # BOSE_C4_0458 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 400 ROUTE NAME: Little Point Clear Unit Road



Photo # BOSE_C4_0457 - MP 0.29 - Begin Section 002

FEATURES PHOTOGRAPHS

ROUTE NUMBER: 400 ROUTE NAME: Little Point Clear Unit Road



Photo # BOSE_C4_0456 - MP 1.38 - Begin Section 003

ROUTE NUMBER: 400 ROUTE NAME: Little Point Clear Unit Road



Photo # BOSE_C4_0460 - MP 1.18 - Begin Section 004

ROUTE NUMBER: 401 ROUTE NAME: Autum Ridge Road



Photo # BOSE_C4_0499 - MP 0.00 - Begin Section 001

FEATURES PHOTOGRAPHS

ROUTE NUMBER: 401 ROUTE NAME: Autum Ridge Road



Photo # BOSE_C4_0501 - MP 0.13 - Round Culvert Section 001

ROUTE NUMBER: 401 ROUTE NAME: Autum Ridge Road



Photo # BOSE_C4_0503 - MP 0.15 - Round Culvert Section 001

ROUTE NUMBER: 401 ROUTE NAME: Autum Ridge Road



Photo # BOSE_C4_0505 - MP 0.23 - Round Culvert Section 001

FEATURES PHOTOGRAPHS

ROUTE NUMBER: 401 ROUTE NAME: Autum Ridge Road



Photo # BOSE_C4_0507 - MP 0.30 - Round Culvert Section 001

ROUTE NUMBER: 401 ROUTE NAME: Autum Ridge Road



Photo # BOSE_C4_0509 - MP 0.35 - Round Culvert Section 001

ROUTE NUMBER: 401 ROUTE NAME: Autum Ridge Road



Photo # BOSE_C4_0511 - MP 1.06 - Begin Section 002

Accident Summary

Number of Accidents Reported	Timespan of Accidents	Injuries	Fatalities
0	No Accidents to Report	0	0

APPENDIX

TABLE 1 - GENERAL FWS ROAD FUNCTIONAL CLASSIFICATION	
Class I	Principal Refuge Road (Public Roads) - Routes that constitute the main access route, main auto tour route, or thoroughfare for refuge visitors. These routes are accessible by 2WD vehicles. Routes are numbered from 10 to 99.
Class II	Connector Refuge Road (Public Roads) - Routes that provide circulation within the refuge. These routes can also provide access to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, education centers, etc. These routes are accessible by 2WD vehicles. Routes are numbered from 100 to 199.
Class III	Special Purpose Refuge Road (Public Roads) - Roads that provide circulation within special use areas such as campgrounds or public concessionaire facilities or access to remote areas of the refuge. These routes may not be 2WD accessible. Routes are numbered from 200 to 299
Class IV	Administrative Access Road (Administrative Roads) - Routes intended for access to administrative developments or structures such as maintenance offices, employee quarters, or utility areas. These routes are accessible by 2WD vehicles. These routes may restrict access to the general public. Routes are numbered from 300 to 399.
Class V	Restricted Road (Administrative Roads) - Routes normally closed to the public, such as maintenance roads, service roads, patrol roads, and fire breaks. These routes may be open to the public for a short period of time for a special use, such as hunting access. These routes may not be 2WD accessible. Routes are numbered from 400 to 499.

A refuge road system contains those routes within or giving access to a refuge or other unit of the FWS that are administered by the FWS, or by the Service in cooperation with other agencies. The assignment of a functional classification (FC) to a refuge road is not based on traffic volumes or design speed, but on the intended use or function of that route

DESCRIPTION OF RATING SYSTEM

Rating Data is collected on four different surface types: Asphalt, Concrete, Gravel, and Native. The Utah LTAP Center's Remaining Service Life (RSL) system is used for all surface types. The RSL system is based on the Strategic Highway Research Program's (SHRP) Distress Identification Manual.

Asphalt Rating System

Data is collected on the following distresses and conditions:

- **Fatigue Cracking** - Interconnected cracks forming small irregular shapes.
- **Longitudinal Cracking** - Cracks running parallel with the roadway, in the direction of traffic.
- **Transverse Cracking** - Cracks perpendicular to the roadway, going across the lane or lanes.
- **Block Cracking** - Interconnected cracks forming large blocks.
- **Edge Cracking** - Cracks running along the edge of the pavement surface.
- **Patches** - Original surface repaired with new asphalt patch material.
- **Potholes** - Holes or depressions in the pavement.
- **Rutting** - surface depressions in the wheel paths.
- **Roughness** - Evenness of pavement for serviceability.
- **Drainage** - Ability of the road surface to drain water based on proper slope.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula

Fatigue, longitudinal, transverse, block, and edge cracking, along with patching and potholes are rated on a 0 - 9 scale (0 = no distress, 9 = maximum distress). The rating given is based on the extent and the severity of the distress. Rutting, roughness, and drainage are rated on a 0 - 3 scale (0 = excellent, 3 = poor). Each distress type has given Remaining Service Life (RSL) values (in years) based on the rating for that particular distress. The distress with the rating resulting in the lowest RSL value is considered to be the governing distress. That value is then assigned as the RSL of the road segment.

Concrete Rating System

Data is collected on the following distresses and conditions:

- **Spalling of Joints** - Chipping, breaking, or cracking of slab edges
- **Joint Seal Damage** - Any damage or condition that enables materials or water to infiltrate into the joint from the surface.
- **Corner Breaks** - A portion of the slab separated by a crack that intersects the adjacent transverse and longitudinal joints, forming approximately a 45° angle to the direction.
- **Broken Slabs** - Faulting and/or cracking localized to individual slabs.

- **Faulting** – Difference in elevation across a crack or joint.
- **Longitudinal Cracking** – Cracks in the pavement running parallel to road.
- **Transverse Cracking** - Cracks in the pavement running perpendicular to the direction of traffic.
- **Patch Deterioration** – Faulting, settling, or cracking of previously placed patch
- **Map Cracking** – A series of cracks that extend only into the upper surface of the Slab

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula

The rating procedure for concrete pavement is the same as that for asphalt pavement described previously. Each of the distresses described above are rated on the same 0 – 9 scale. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

Gravel and Native Rating System

Data is collected on the following distresses and conditions:

- **Cross Section (Crown)** - Roadway built so that the center is higher than the shoulder, to prevent water from pooling on roadway.
- **Roadside Drainage** - Roadside ditches and culverts to handle water flow and prevent pooling on the roadside.
- **Corrugations (Washboarding)** - Small trenches or holes developing perpendicular to the roadway.
- **Potholes** - Holes or depressions in the roadway.
- **Rutting** - Depressions running parallel with the roadway, in the wheelpaths.
- **Dust** - Amount of dust caused by traffic.
- **Loose Aggregate (Gravel Only)** - Loose gravel, typically piled up on the roadway edges or centerline.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula

The rating procedure for unpaved roads is the same as that for asphalt and concrete pavements described previously. Of the distresses described above, corrugations, potholes, rutting, and loose aggregate are rated on the same 0 – 9 scale previously mentioned. Cross section, roadside drainage, and dust are rated on the same 0 – 3 scale described for asphalt pavement. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

Condition Descriptions by Surface Type

The following definitions are used to describe pavement condition for the various surface types. These are general guidelines for condition indications.

Asphalt

Excellent – Recently constructed or overlaid road where construction or overlay was performed correctly- No maintenance required. RSL = 19-20 years.

Good – Low extent longitudinal and transverse cracks. All cracks are 1/4" or less with little or no crack erosion. Patches are in good condition and applied correctly. Routine Maintenance recommended. RSL = 13-18 years.

Fair - Roads are in good structural condition with little or no fatigue cracking. Longitudinal, transverse, and edge cracking is at medium extent and severity. Block cracking is not extensive. Any patches are in good condition. Preventative maintenance recommended. RSL = 7-12 years.

Poor - Road beginning to show signs of structural distress. Fatigue cracking is medium to high extent and medium severity. Cracking will be severe. Surface may have severe block cracking and show. Patches are in fair to poor condition. There is moderate distortion or rutting and occasional potholes. Rehabilitation recommended. RSL = 1-6 years.

Failed - Road is severely deteriorated. Signs of structural failure appear along with severe and extensive fatigue cracking, distortion, potholes, or extensive patches in poor condition. Reconstruction recommended. RSL = 0 years.

Concrete

Excellent - New pavement. No maintenance required. RSL = 19-20 years

Good - First signs of transverse cracking, patch or repair, more extensive pop-outs, or scaling. Sealing or routine maintenance recommended. RSL = 13-18 years.

Fair – Pavement has joint or crack spalling, and/or faulting, along with cracking at corners with broken pieces. Any Patches are in fair condition and faulting is at a minimum. Preventative maintenance recommended. RSL = 7-12 years.

Poor - Joints and cracks are open 1 inch, spalled, or patched. Faulting is more severe. Rehabilitation recommended. RSL = 1-6 years.

Failed - Most slabs have failed structurally, and faulting is severe. Reconstruction recommended. RSL = 0 years.11-9

The following table shows the relationship between RSL and condition.

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Asphalt and Concrete Pavements)								
	FAILED	POOR		FAIR		GOOD		EXCELLENT
RSL Years	0	1-3	4-6	7-9	10-12	13-15	16-18	19-20

Gravel and Native

Note - Native surfaces do not have a gravel layer.

Excellent - Newly constructed road that has been constructed properly with proper crown, drainage and gravel layer. Little or no distress. No maintenance recommended. RSL = 8-10 years.

Good - Crown, drainage provisions, and gravel layer are in good condition. Distress limited to traffic effects such as dust, loose aggregate, and low severity corrugations (wash boarding). RSL = 5-7 years.

Fair - Adequate drainage and crown through majority of roadway. Crown repair, ditch improvement may be necessary. Road has more severe corrugations and potholes. Preventative maintenance recommended. RSL = 3-4 years.

Poor - Travel at slow speeds is necessary. Additional gravel layer needed to carry traffic. Poor crown. Ditching is inadequate and rutting is extensive and severe. Rehabilitation recommended. RSL = 1-2 years.

Failed - Travel is difficult, and road may be closed at times. Rutting and Corrugations are very severe. Total Reconstruction of road is recommended. RSL = 0 years.

The following table shows the RSL values for gravel and native roads in terms of excellent, good, fair, poor, and failed condition.

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Gravel and Native Surfaces)					
	FAILED	POOR	FAIR	GOOD	EXCELLENT
RSL Years	0	1-2	3-4	5-7	8-10

NATIVE PRIMITIVE/IMPROVED RATING SHEET

Cross Section (Crown)*

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

Rutting

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 6"	1	2	3
	Med 6-12"	4	5	6
	High > 12"	7	8	9

Roadside Drainage*

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

Potholes

Severity	Extent (Area)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 6"	1	2	3
	Med 6-12"	4	5	6
	High > 12"	7	8	9

Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

Corrugations

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 3"	1	2	3
	Med 3-6"	4	5	6
	High > 6"	7	8	9

* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.

GRAVEL RATING SHEET

Cross Section (Crown)

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

Rutting

Severity	No Defects	Extent (Length)		
		Low <10%	Med 10-30%	High >30%
	Low < 1"	1	2	3
	Med 1-3"	4	5	6
	High > 3"	7	8	9

Roadside Drainage

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

Potholes

Severity	No Defects	Extent (Area)		
		Low <10%	Med 10-30%	High >30%
	Low < 1"	1	2	3
	Med 1-3"	4	5	6
	High > 3"	7	8	9

Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

Corrugations

Severity	No Defects	Extent (Length)		
		Low <10%	Med 10-30%	High >30%
	Low < 2"	1	2	3
	Med 2-4"	4	5	6
	High > 4"	7	8	9

* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.

Loose Aggregate

Severity	No Defects	Extent (Area)		
		Low <10%	Med 10-30%	High >30%
	Low < 1"	1	2	3
	Med 1-3"	4	5	6
	High > 3"	7	8	9

ASPHALT RATING SHEET

Fatigue Cracking

Severity	Extent			
	No Defects	Low 1 crack WP	Med 2 cracks WP	High >30% length
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

Edge Cracking

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	0-6" from curb	1	2	3
	6-18" from curb	4	5	6
	> 18" from curb	7	8	9

Longitudinal Cracking

Severity	Extent			
	No Defects	Low 1 crack full length	Med 2 cracks full length	High >2 cracks full length
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

Block Cracking

Severity	Extent (Length)			
	No Defects	Low > 15x15' squares	Med 15-10' squares	High <10x10' squares
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

Transverse Cracking

Severity	Extent (ft between cracks)			
	No Defects	Low > 200'	Med 200-50'	High < 50'
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

Utility Cuts

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

Drainage/Roughness/Rutting

Severity	Condition		Description
	No Defects	0	Wide, deep ditches with no obstructions, smooth ride, no rutting, no potholes.
	Minor Defects	1	Drainage may be obstructed, < 1" rutting, minor roughness.
	Moderate Defects	2	Poor drainage, 1-2" rutting, noticeable roughness, potholes < 6" wide.
	Major Defects	3	No drainage; > 2" rutting; potholes 6-12" wide create roughness requiring reduced speeds.

CONCRETE RATING SHEET

Spalling of Joints

Extent (% joints)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low Spalls < 3"	1	2	3
	Med Spalls 3-6"	4	5	6
	High Spalls > 6"	7	8	9

Broken Slabs

Extent (% slabs)				
No Defects	Low <5%	Med 5-15%	High >15%	
Severity	Low-no more than 3 pieces, no spalling/faulting	1	2	3
	Med-broken into >3 pieces, spalling/faulting <1/4"	4	5	6
	High-4 or more pieces, spalling/faulting >1/4"	7	8	9

Transverse Cracks

Extent (% slabs)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/4"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/4"	7	8	9

Joint Seal Damage

Extent (%joints)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low <10% joint length	1	2	3
	Med 10-50% joint length	4	5	6
	High >50% joint length	7	8	9

Faulting

Extent (Length)				
No Defects	Low <10%	Med 10-30%	High >30%	
Severity	Low < 1/2"	1	2	3
	Med 1/2-1"	4	5	6
	High > 1"	7	8	9

Patch Deterioration

Extent (Area)				
No Defects	Low <10%	Med 10-30%	High >30%	
Severity	Low-no fault, no settle at perimeter	1	2	3
	Med-fault & settle <1/4" at perimeter	4	5	6
	High-fault & settle >1/4" at perimeter, cracked patch	7	8	9

Corner Breaks

Extent (% of slabs)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low-corner cracks, no spalling or faulting	1	2	3
	Med-crack slightly spalled & faulted <1/4"	4	5	6
	High-crack highly spalled & faulted >1/4"	7	8	9

Longitudinal Cracks

Extent (% slabs)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/2"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/2"	7	8	9

Map Cracks

Extent (Area)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low-small connected cracks, no spalling	1	2	3
	Med-connected cracks, no spalling	4	5	6
	High-large connected cracks with surface spalling	7	8	9

Deficiency Ratings With Associated Remaining Service Life

Asphalt Rating Sheet

Fatigue Cracking		Edge Cracking		Transverse Cracking		Utility Cuts	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	20	0	20	0	20	0	20
1	10	1	12	1	14	1	14
2	8	2	10	2	12	2	12
3	6	3	8	3	10	3	10
4	8	4	10	4	12	4	12
5	6	5	8	5	10	5	10
6	4	6	6	6	8	6	8
7	6	7	8	7	10	7	10
8	2	8	6	8	6	8	6
9	0	9	4	9	2	9	2

Longitudinal Cracking		Block Cracking		Drainage/Roughness/Rutting	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	20	0	20	0	20
1	14	1	12	1	16
2	12	2	10	2	10
3	10	3	8	3	4
4	12	4	10		
5	10	5	8		
6	8	6	6		
7	10	7	12		
8	8	8	6		
9	6	9	2		

Concrete Rating Sheet

Spalling		Broken Slabs		Transverse Cracks	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	20	0	20	0	20
1	15	1	15	1	18
2	12	2	12	2	15
3	10	3	10	3	12
4	12	4	12	4	15
5	10	5	10	5	10
6	8	6	8	6	6
7	10	7	10	7	10
8	6	8	6	8	4
9	0	9	0	9	0

Joint Seal Damage		Faulting		Patch Deterioration	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	20	0	20	0	18
1	16	1	15	1	16
2	14	2	12	2	14
3	12	3	10	3	12
4	14	4	12	4	12
5	10	5	8	5	10
6	8	6	6	6	8
7	12	7	10	7	10
8	8	8	4	8	6
9	6	9	0	9	0

Corner Breaks		Longitudinal Cracks		Map Cracks	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	18	0	20	0	20
1	16	1	18	1	18
2	14	2	15	2	15
3	12	3	12	3	12
4	12	4	15	4	12
5	10	5	10	5	10
6	8	6	6	6	6
7	10	7	10	7	10
8	6	8	4	8	4
9	0	9	0	9	0

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Asphalt & Concrete Roads)

RSL	FAILED 0	POOR 1 - 6	FAIR 7 - 12	GOOD 13 - 18	EXCELLENT 19 - 20
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Deficiency Ratings With Associated Remaining Service Life

Native Primitive Improved Rating Sheet

Cross Section		Rutting		Roadside Drainage	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	10	0	10	0	10
1	7	1	9	1	8
2	5	2	7	2	4
3	0	3	5	3	0
		4	7		
		5	4		
		6	3		
		7	4		
		8	2		
		9	0		

Potholes		Dust		Corrugations	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	10	0	10	0	10
1	9	1	8	1	9
2	7	2	6	2	7
3	5	3	2	3	7
4	7			4	6
5	4			5	5
6	3			6	5
7	4			7	4
8	2			8	3
9	0			9	0

Gravel Rating Sheet

Cross Section		Rutting		Roadside Drainage	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	10	0	10	0	10
1	7	1	9	1	8
2	5	2	7	2	4
3	0	3	5	3	0
		4	7		
		5	4		
		6	3		
		7	4		
		8	2		
		9	0		

Potholes		Dust		Corrugations	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	10	0	10	0	10
1	9	1	8	1	9
2	7	2	6	2	7
3	5	3	2	3	7
4	7			4	6
5	4			5	5
6	3			6	5
7	4			7	4
8	2			8	3
9	0			9	0

Loose Aggregate	
Distress Rating	Remaining Service Life
0	10
1	9
2	8
3	7
4	8
5	7
6	6
7	5
8	3
9	0

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Gravel & Native Roads)

RSL	FAILED	POOR	FAIR	GOOD	EXCELLENT
	0	1 - 2	3 - 4	5 - 7	8 - 10